

# **Route 3 North Transportation Improvements Project**

**Executive Office of Transportation  
and Construction  
Massachusetts Highway  
Department**

**&**

**Modern Continental Construction**

*Quarterly Report*

*April 1 to June 30, 2001*

**Jane Swift  
Governor**

**Kevin J. Sullivan  
Secretary**

**Matthew Amorello  
Commissioner**



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## **Secretary's Message**

In accordance with Chapter 53 of the Acts of 1999, I am pleased to submit this fourth quarterly report. This report covers the period from April 1 to June 30, 2001.

I am pleased to report that the Route 3 North Project continues to progress rapidly. During this quarter, the clearing of trees in the median was completed and major earthwork activity has begun. In addition, work began on four bridges in June and another four bridges will be under construction later this summer. Design for the project has approached the 40% stage and continues to move forward. It is remarkable that less than two years after the authorizing legislation was signed into law, this project is now into construction. This is a real tribute to all of the supporters of this project that have worked so hard for so many years. Only with all of your support and efforts could so large a project move forward so quickly.

The continued commitment of Governor Swift to the success of this project has also been vital in moving it along so briskly. With the Governor's support we are able to move the project forward with confidence and can overcome obstacles that could slow or delay a project. I am optimistic that we can continue the accelerated pace that the Route 3 Project presently enjoys as we move further ahead into construction.



Governor Swift and Secretary Sullivan

I would also note that, effective April 1<sup>st</sup>, Modern Continental assumed maintenance responsibilities for Route 3. They are responsible for all routine maintenance items and emergency response (excluding snow and ice control) for the remainder of the construction period. EOTC/MassHighway has also begun negotiations with Modern Continental on the 30 year Operation and Maintenance contract for the post-construction period.

Throughout this process, we have attempted to fully utilize the Project Advisory Council (PAC) process as required by the Legislature. To achieve that goal, we initiated monthly meetings with representatives of the seven corridor communities and have assigned a full-time staff person as a community liaison. As a result of this effort, EOTC/MassHighway, Modern Continental and the corridor communities have developed an excellent level of communication

As the first design/build/finance highway project in Massachusetts, the Route 3 North project is becoming a model for others to follow. The success of the project to-date is a result of the tremendous hard work of a great many people. I am proud of the role the EOTC/MassHighway staff has played and I look forward to continuing to work with all of you as this important highway project moves forward.



Secretary Kevin J. Sullivan

Kevin J. Sullivan  
Secretary

## ***Quarterly Report April 1, 2001 to June 30, 2001***

### ***Community Outreach***

In accordance with Secretary Sullivan's direction, the EOTC/MassHighway project team and Modern Continental Construction continued the monthly Project Advisory Council (PAC) meetings. The Bedford Police Department hosted the April PAC meeting. Mike Costa of VHB provided a presentation on the Intelligent Transportation System being designed for Route 3. This system, installed as a final build component, includes 100% camera coverage, overhead VMS and traffic sensing devices all connected to the MHD control center in South Boston. The May PAC meeting was held at Nashoba Valley Technical High School in Westford. Caravan for Commuters made a presentation on vanpooling and carpooling incentives being offered through MassHighway to individuals who use Route 3. URS presented the concept plan for Route 62 including the potential elimination of the Crosby Drive flyover.



John Greeley of Modern Continental

The City of Lowell hosted the June PAC meeting. MassHighway announced that a noise barrier re-study contract would be finalized in July. Modern Continental stated that they are working with the Town of Chelmsford and the City of Lowell on the Steadman Street closure. URS presented maps of narrow median sections of the Route 3 corridor focusing on the right-of-way lanes and the wetland sections of Chelmsford. PAC member Phil Eliopoulos of Chelmsford questioned whether it was appropriate to use guardrails in place of clear zones as an alternative for residents living near the widened highway. As a result of this inquiry, Secretary Sullivan has directed that all of the proposed clear zones be restudied to determine which areas might be appropriate for the installation of guardrail.



The monthly business briefings that Secretary Sullivan instituted last November continue to supplement the PAC process. In addition, Modern Continental held a meeting with all of the local fire departments' fire prevention officers at the Westford office in June to discuss upcoming blasting and flammables storage and handling issues.

Monthly Business Briefings are held throughout the Route 3 Corridor

The Modern Continental Team's Highway Advisory Radio station added two additional units that will now cover all of Route 3. Modern Continental is working with the FCC to designate 530 as the new frequency for Route 3 radio. This will make it possible for vehicles with radios installed prior to 1991 to receive traffic and schedule updates.

## ***Design and Construction***



*Crews at work on Route 3*

As of June 30, the overall design for the Route 3 project has progressed close to the 40% level. MassHighway and the Modern Continental Team are working with state and federal environmental regulatory agencies to finalize drainage plans for the median area, the wetland mitigation sites and the replacement of the Concord River and Shawsheen River Bridges.

## ***Roadway Design***

Through “over the shoulder” reviews, cross roadway geometry for Concord Road and Route 62 have been approved. Designs for these roadways and for Route 129 and Route 113 have been completed. The Modern Continental Team met with MassHighway regarding comments on the I-495 temporary Collector Distributor (CD) roadway package. This is a significant and complicated section of the Route 3 Project. To increase efficiency, the Middle Segment 35% design package has been divided into two parts.

## ***Bridgework***

The Modern Continental Team is continuing work on bridge designs, developing them from sketch plans to 100% design plans. During this quarter, sketch plans for the Farm Road and B & M Railroad bridges were submitted to MassHighway for review. One hundred percent plans for the Richardson Road, Route 62 and Route 113 bridges were also submitted. The Value Engineering (VE) report for the River Meadow Brook, Moores Canal and Stony Brook bridges were also submitted on May 10, 2001.



*Sheet piles being installed for the Route 495 temporary bridge*

Initial work on the abutments at the Concord Road, Route 62, Richardson Road, and temporary bridges at Route 495 began in the last two weeks of June. Tree clearing

was done at the Concord Road Bridge. Sheet piles were installed as support of excavation at the site of the temporary Route 495 bridge. The Route 129, Old Billerica Road, B&M Railroad and Locust Avenue bridges are all scheduled to be under construction later this summer.

Modern Continental is pursuing plans to temporarily close Manning Road in Billerica and Steadman Street in Chelmsford. Discussions at this point indicate that both communities are supportive of the proposed detours. Final approvals on these issues are anticipated in the coming weeks.

## ***Drainage***

Modern Continental submitted the 35% drainage plans to MassHighway. MassHighway has provided Modern Continental with its comments and these are being incorporated into the design.

Modern Continental is fast-tracking the design and review of Interim Drainage for Roadway construction. Cross culvert analysis and culvert condition assessments are complete for all locations in the Southerly and Northerly project segments. The Middle Segment design development is also progressing.

Some Southerly Segment basin-designs have been completed and submitted to MassHighway. On-going submissions will be forwarded to MassHighway as designs are completed.



*Culvert sections staged to be installed in the Route 3 median*

## *Traffic*

A partial Traffic Management Plan for the Southerly Segment was submitted to MassHighway on June 4, 2001. Modern Continental is continuing development of the construction traffic management plan for the Northerly Segment. Also, work on the Traffic Management Plan for the stockpile staging areas is ongoing.

MassHighway has approved plans for the temporary access to Route 3 from the Modern Continental site office in Westford. This temporary access will direct truck traffic directly onto Route 3. In addition, Modern Continental and MassHighway are evaluating a number of measures to provide an added level of safety to the operations of traffic along Route 3. Included in these proposals are lowering the speed limit through work zones to 45 mph, prohibiting truck travel in the breakdown lane and evaluating the efficiency of stop vs. yield control at on-ramps entering the highway where the breakdown lane is being used.



*Traffic cones being laid out as part of daily safety routine*



*Crews at work on Route 3*

## ***Environmental***

Modern Continental is working on proposed permit amendments for the elimination of some retaining walls located in the Middle Segment. Modern Continental is also continuing work on locating additional mitigation sites. The Phase Two Erosion and Sedimentation Control plans for the Southerly Segment are still under construction by the Modern Team.

The design effort for the Concord River Bridge has been put on hold as the Modern Continental Team and MassHighway continue to work with the National Park Service regarding the aesthetics of the bridge. The construction of the Concord River Bridge is currently anticipated to begin in 2002.



*Tree clearing in the median of Route 3 began in April and was completed in June. Earthwork is now underway in the median of Route 3.*

## ***Project Schedule for Next Quarter***

Blasting is expected to begin on Route 3 in August as Modern Continental has agreed to terms with a blasting sub-contractor. The blasting plan is being prepared in detail with local public safety officials and Masshighway. The public will be informed of the scope of the blasting, the schedule and the Traffic Management Plan.

Bridge abutment and pier construction will continue on the previously discussed bridges. Plans are being developed for the demolition of the Locust Avenue Bridge in Tyngsborough. The current schedule calls for the demolition to begin in late August. Tree clearing outside the median and along the bridges will continue as work on each bridge begins, in accordance with DEP approvals.

The Route 3 website ([www.Route3construction.com](http://www.Route3construction.com)) will continue to operate as an invaluable link to the Project schedule and weekly work plan. It is anticipated that the number of individuals subscribed to the email alert system will top 3800 this quarter.



Traffic safety set-up in the Route 3 construction zone

## ***EOTC/MassHighway Project Team***

### ***Frank Suszynski, P.E., Construction Manager***

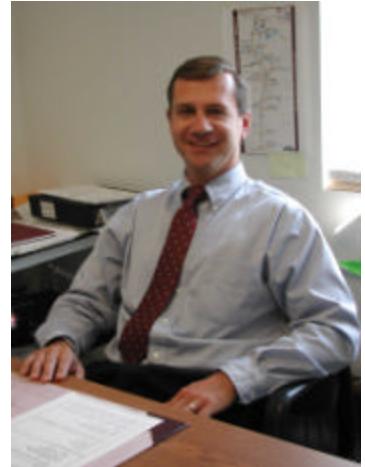
As the Construction Manager for the Route 3 North Project, Frank is responsible for the coordination and management of the construction oversight team for MassHighway. Frank oversees the review and approval of the construction schedule, reviews progress payments and coordinates the daily construction activities on Route 3. Frank also has direct oversight of the Project's Construction Quality Management Program. He manages the Route 3 North Project construction staff and reports directly to Project Manager Mike Lenihan.

Prior to becoming the Construction Manager for the Route 3 North Project, Frank served as District Four Construction Area Supervisor from 1996 to 2000. As the District Area Supervisor, Frank was responsible for the supervision of construction personnel and activities in the 21 communities that comprise the District Four West Area. In this capacity, Frank advised the Resident Engineers in the field and monitored the execution of transportation improvement contracts. Frank was involved with the recently completed Interstate I-93 Interchange at Commerce Way in Woburn.

From 1985 to 1996, Frank worked as a Resident Engineer in the District 4 Construction Section. No stranger to the Route 3 corridor, Frank has previously supervised two resurfacing and highway safety improvement projects for Route 3. With 16 years of construction experience and an intimate knowledge of Route 3, Frank was a perfect fit for the Route 3 project team.

Prior to joining MassHighway, Frank worked as a Project Engineer at Scholfield Brothers, Inc., in Framingham, MA. He was responsible for the management, design and preparation of subdivision and site development plans.

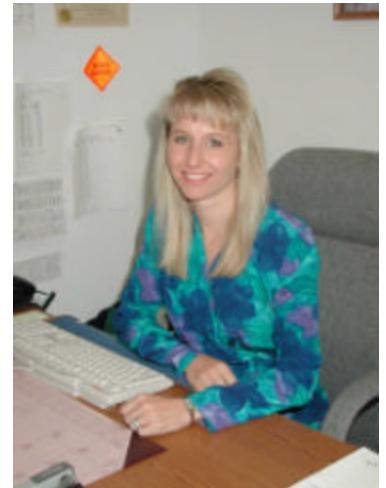
A graduate of the University of Massachusetts at Amherst, Frank earned a Bachelor's degree in civil engineering and is a Massachusetts Registered Professional Engineer. Frank lives in Westford with his wife and two children.



## ***Christine Mizioch, Environmental Manager***

There is no MassHighway employee with a longer association with the Route 3 Project than Christine Mizioch. As a Project Manager in the Environmental Section in 1992, Christine was responsible for managing the environmental review process for the reconstruction and widening of Route 3 North. As the Environmental Manager for the Route 3 North Transportation Improvements Project, Christine brings a depth of experience to the job that is unmatched.

Christine is responsible for the preparation of applications for federal and state environmental permits on behalf of MassHighway. She is also responsible for all environmental reviews, including amendments to the current permits, mitigation plans, construction plans and drainage design. Christine also coordinates all activities relative to environmental matters between MassHighway, Modern Continental, and federal and state regulatory agencies. In addition, Christine is responsible for the project noise impact analysis and for review of sound barrier design.



After graduating from the University of Lowell with a Bachelor's of Science Degree in Civil Engineering in 1991, Christine joined the Maintenance and Projects Section of MassHighway's District Office in Danvers, MA. In 1992, she became a Project Manager in the Environmental Section managing several large-scale highway projects, including the Route 3 North reconstruction. She has substantial experience in securing federal, state and local environmental permits for numerous transportation infrastructure projects.

With her long association with the Route 3 Project, Christine became a significant part of the Request for Proposal development team as well as the selection committee. After the contract was awarded to Modern Continental, it was only natural that Christine would become a key part of the Route 3 North management team.

Christine and her husband reside in Peabody with their twin sons.

### ***M. Ali Jalinous, P.E., Bridge Review Engineer***

Perhaps the most challenging aspect of the Route 3 Project is the full reconstruction and replacement of all 47 bridge structures along the corridor. As the Bridge Review Engineer for the Route 3 Project, Ali Jalinous has the overall responsibility to review and expedite the design of all bridges along this highway.

Ali is responsible for the review of bridge sketch plans, which are preliminary presentations of the overall concepts of the proposed structures. They point out all the major features to be incorporated into the construction plans. He is also responsible for the review of the construction drawings, which depict all pertinent aspects and details necessary to construct the proposed structure. These drawings should be organized in a logical sequence in order to follow the flow of construction.



Prior to his assignment to this project, Ali was in MassHighway's Bridge Design Section for 13 years. In this section, he was responsible for the design and review of numerous bridge structures of all types. Ali also has an excellent understanding of integral and semi-integral jointless bridges that help to minimize any future maintenance problems and increase the integrity of the superstructure.

Ali holds a Masters of Structural Engineering Degree from the University of Massachusetts at Lowell and he is a member of the Chi Epsilon Honor Society.

## *Appendix*



Earthwork in the median of Route 3

The attached appendix contains meeting notes and attendance sheets from the PAC meetings during this reporting period and a list of the PAC representatives from each community. In addition, the project's draw schedule and payments made to date is included as Appendix E.



Members of the Modern Continental Team

# ***Project Advisory Council***

April 5, 2001 -Bedford

## **Agenda**

1. Update on Design and Construction  
Jack McDonnell  
John Greeley
2. ITS Presentation -Route 3 North Project
3. Police Details for Route 3 Project
4. Update on Re-study of Sound Barriers
5. Discussion Period

# **Route 3 Project Advisory Council**

## **Bedford Police Department**

### **April 5, 2001**

The Route 3 Project Advisory Council meeting was held at the Bedford Police Department on April 5, 2001. Mary Carrier and Rick Reed welcomed everyone to the meeting.

Jack McDonnell began the Update on Design and Construction saying that heavy construction was ready to begin. The environmental permits to begin work on the southern segment would soon be released. The Secretary of Transportation wants to continue the efforts to get the word out on the start of the construction.

John Greeley presented a chart illustrating the steps that commence with the environmental approval. Erosion and sedimentation controls when the silt fences and hay bales are installed. Tree clearing begins in the median and around the bridges. Earthworks begins following behind the tree clearing operation. Blasting will begin in the median and along the shoulder after the clearing is completed in that area. Bridge foundation work will commence at specific bridges once the clearing and earthwork has been completed at those locations.

Mike Costa of VHB made the ITS (Intelligent Transportation System) presentation, discussing the signage that goes up, the handling of incidences and the smooth operation efforts. Eight portable variable message signs are being put up along the corridor and Routes 128 and 495. There will be Highway Advisory Radio to broadcast construction information at various locations throughout the Project. There will be seven permanent, overhead signs that will be used for the incident management system. Closed circuit cameras will be spaced approximately every mile and there will be traffic counts that will feed into the Traffic Operations Center that is being built in South Boston.

John Greeley updated the efforts to establish a Route 3 rate for police details needed on the highway and side roads.

Christine Mizioch said that any sound barrier that was identified in the letters from PAC members would be looked at in the re-study. There will be meetings with municipalities and neighbors, beginning this summer, on the sound barriers that currently have been approved.

A Business meeting will be held on April 13th at Crosspoint in Lowell and will highlight Transportation Management Associations and ride sharing.

The Project has submitted Open Space information to the Department of Environmental Protection for their criteria document. Each town in the Route 3 corridor needs to identify one person to be the contact person for Open Space discussions.

The next meeting of the PAC is May 3, 2001 in Westford.

# **PROJECT ADVISORY COUNCIL MEETING**

**Nashoba Valley Technical High School  
Westford, MA**

**Thursday, May 3, 2001-12 Noon**

## **AGENDA**

1. Project Review  
Jack McDonnell- EOTC
2. Route 62- Crosby Drive “Flyover”  
URS -Modern Continental Team
3. Rest Areas -Discussion  
John Greeley -MCC
4. Steadman Street Bridge Closure  
John Greeley- MCC
5. Question/Answer

## **Route 3 Project Advisory Council**

### **Nashoba Valley Technical High School-Westford**

### **May 3, 2001**

The Route 3 Project Advisory Council meeting took place at the Nashoba Valley Technical High School in Westford on May 3,2001. Mary Carrier welcomed everyone on behalf of host Steve Ledoux.

Mary Carrier announced that there is a Route 3 business meeting May 4,2001 at the Mitre Corporation and introduced Judy Barber, who is the Service Representative for the Department of Environmental Protection, and runs the Service Center, which passes on information on the Route 3 Project to others on behalf of DEP.

Jack McDonnell went over the E.I.R. process throughout the 1990' sand the new safety standards. Accident records and fatalities were above average for Route 3 before the Project began. The old methods of MassHighway construction before design/build, may have taken 10-12 years to build the highway instead of the current 42 months. Jack McDonnell also reviewed the need for removing trees in the median.

Kate Carlson of Caravan described vanpooling and car-pooling incentives being offered to individuals who use Route 3. Caravan will pay for members of unfilled seats in vans for the first six months and will give monetary saving coupons for individuals joining van pooling for their first six months. Caravan will also provide incentives for car pool leases for six months. Bob Colt represented the Modem Continental Team at Nortel Networks with a Caravan staff person and related the interest of employees in pooling and the mapping, which shows where employees of the company live. John Greeley spoke of the interest of Modem Continental in working with Caravan to take some cars off the Route 3 corridor.

John Greeley reported that work on the clearing of trees from Drum Hill Rotary north would begin soon. Plans for the blasting of rock and ledge are at least four to six weeks away. The radio station (1700 AM) and signs are being used on the highway. The rest areas are being closed, and used to stage work activities. The Town of Chelmsford, MassHighway and Modem Continental are talking about details for the possible closing of Steadman Street in the Spring of 2002.

Mark Shamon of URS presented the concept plan for Route 62/Burlington Road. The original concept was for a "flyover" ramp over Crosby Drive, but because of a climb of 15-16 feet this has been changed. 35% of the overall design of the Route 3 Project is finished. As other plans are completed, they will be shown to the communities for comment.

John Greeley stated that after the first week of curiosity with the activity on the Project, traffic is flowing smoothly. Meetings will be held with the Fire Chiefs in the corridor and with the State Police on incident management.

The next meeting of the Project Advisory Council will be June 7, 2001.

# **PROJECT ADVISORY COUNCIL MEETING**

**Thursday, June 7 2001 at 12 noon**

**Paul E. Tsongas Arena  
Lowell, MA**

1. Welcome  
Colin McNiece, City of Lowell PAC Representative
2. Introductions  
Mary Carrier, MassHighway Dept.
3. Project Update  
John Greeley, Modern Continental
4. Noise Barrier Re-study  
Jack McDonnell, EOTC
5. Steadman Street Bridge Closure  
John Greeley, Modern Continental
6. Narrow Median Impact in Chelmsford  
Modern Continental
7. Question/Answer Period

# **Route 3 Project Advisory Council**

## **Paul E. Tsongas Arena, Lowell**

### **June 7, 2001**

The Route 3 Project Advisory Council meeting took place at the Paul E. Tsongas Arena in Lowell on June 7, 2001. Colin McNiece welcomed everyone to Lowell and Mary Carrier further greeted the group and handled the introductions.

John Greeley presented the Project Update saying that the earthwork is ongoing and the trees are down to the New Hampshire border. A Fire Prevention Officers Coordination meeting was held on the morning of June 7, 2001 to go over the permitting and blasting issues that will be coming up in the Route 3 corridor. Bridge abutment work at Route 62 will start in a few weeks. A tour of the clearing area of Concord Road took place with a number of Billerica officials. Route 129 and Route 495 bridgework will start soon. Kendall Road and Richardson Road will also be slated for early bridgework. The BMX Track in Billerica was recently constructed.

Jack McDonnell reported that the Noise Barrier Re-study contract with HMMH would be finalized in the next month. Areas where the edge of the highway and the edge of the property line are within 500 feet will be considered. It may take six to nine months to do the re-study. A further discussion of criteria for new noise barriers will take place at the August or September PAC meeting.

The Steadman Street Bridge Closure is still under consideration said John Greeley. VHB did a study of traffic counts that is being reviewed. The Transportation Committee of the Lowell City Council will next look at this issue.

Mark Shamon of URS presented maps of various narrow median sections of the Route 3 corridor. He showed the limit of disturbance, right of way lines and wetland section of land between Riverneck Road and the Lowell Connector. Also, the northern part of Chelmsford, near Main Street and Route 40 showed where the limit of disturbance or area being cleared would be.

Phil Eliopoulos asked and suggested that guardrails be used to keep more trees to provide site protection for Chelmsford neighbors. Mike Lenihan said that a process will be set up to consider the use of guardrails instead of tree clearing in certain corridor areas. Federal standards for federal reimbursement have to be considered.

Jane Drury of the Middlesex Canal Commission gave PAC members a map of the Middlesex Canal, where it crosses Route 3 to bring up for discussion to see if a walking path at the old Middlesex Canal could be incorporated into the plans.

The Steadman Street, Rangeway, Manning, Locust and Old Billerica Road are bridges being looked at for closing, while they are rebuilt.

An Open Space Committee is being set up by DEP and EOEA, with each town having a representative. There will be a further report by early September.

There will be a Business Meeting on June 8th at Harvard Vanguard in Chelmsford. The new radio frequency at 530 AM on the dial will be used in three different areas of the Route 3 corridor.

The next meeting of the Project Advisory Council will be July 12, 2001.

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